

Bethesda CBD Streetscape -- No. 500102

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

July 10, 2000
NONE
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY99	Estimate FY00	Total 6 Years	FY01	FY02	FY03	FY04	FY05	FY06	Beyond 6 Years
Planning, Design and Supervision	400	0	0	400	0	120	80	120	80	0	0
Land											
Site Improvements and Utilities	1,175	0	0	1,175	0	0	0	700	475	0	0
Construction	2,000	0	0	2,000	0	0	0	1,200	800	0	0
Other											
Total	3,575	0	0	3,575	0	120	80	2,020	1,355	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,575	0	0	3,575	0	120	80	2,020	1,355	0	0
------------	-------	---	---	-------	---	-----	----	-------	-------	---	---

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for pedestrian improvements to complete unfinished streetscaping along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. The project will "fill in the gaps" between private development projects which have been constructed or are approved in the CBD. The project will include: replacement and widening of sidewalks, where possible; new vehicular and pedestrian lighting; new street trees; new street furniture; new roadway signs; and conduit for future undergrounding of utilities.

Service Area

Bethesda CBD.

JUSTIFICATION

Staging of the Sector Plan in the Bethesda CBD recommends implementing transportation improvements and facilities identified in Stage I prior to moving to Stage II development.

Plans and Studies

Bethesda CBD Sector Plan, approved and adopted July 1994; Bethesda Streetscape Plan Standards, updated April 1992.

Specific Data

All improvements will be coordinated and integrated, as appropriate, with private sector improvements, various utility companies, and the Maryland State Highway Administration (MSHA) to ensure timely and cost effective implementation.

Cost Change

Not applicable

STATUS

Conceptual stage

FISCAL NOTE

Costs shown are order-of-magnitude cost estimates. When concept plans are completed, the cost estimates will be updated.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		3,575
First Cost Estimate		
Current Scope	FY01	3,575
Last FY's Cost Estimate		0
Present Cost Estimate		3,575
Appropriation Request	FY01	0
Appropriation Request Est.	FY02	200
Supplemental		
Appropriation Request	FY00	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY98	0
New Partial Closeout	FY99	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Maryland State Highway Administration
Department of Permitting Services
Utility Companies
Bethesda Urban Partnership

MAP

See Map on Next Page

